

20050428.ba v03_n799.bam.20050428

>From ???@??? Thu Apr 28 19:42:15 2005 -0500
Date: Thu, 28 Apr 2005 19:40:36 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 3799
Message-Id: <20050429004036.B7EFE3FEFD@srvr1.theporch.com>

BOATANCHORS Digest 3799

Topics covered in this issue include:

- 1) C-Line Service Information CD
by Garey Barrell <k4oah@mindspring.com>
- 2) RE: unvarnished truth
by Morris Odell <morriso@vifm.org>
- 3) Re: Corvair
by "Arden Allen" <gumbear@pacbell.net>
- 4) Re: Intro date for Heath AT-1 and AR-2?
by "Arden Allen" <gumbear@pacbell.net>
- 5) RE: unvarnished truth
by john <johnmb@nc.rr.com>
- 6) RE: unvarnished truth
by Richard Loken <richardlo@admin.athabascau.ca>
- 7) Re: Intro date for Heath AT-1 and AR-2?
by Garey Barrell <k4oah@mindspring.com>
- 8) Re: Corvair
by "Art Lebermann" <artleb@earthlink.net>
- 9) Re: Corvair
by "Art Lebermann" <artleb@earthlink.net>
- 10) Re: Corvair
by "Jim Isbell, W5JAI" <jim.isbell@gmail.com>
- 11) Re: Corvair
by "Nick England" <nick@3rdtech.com>
- 12) Belton Boat Anchors
by Brian K Harris <brian.k.harris@philips.com>
- 13) ADMINISTRIVIA: Posting Admin Requests
by listown@nanniandjack.com (Mail List Owner)
- 14) Crinkle Paint
by Robert Kemp <bkemp@bobkemp.com>
- 15) RE: Crinkle Paint
by "AB Bonds" <ab@vuse.vanderbilt.edu>
- 16) Re: Crinkle Paint
by Buzz <buzz@softcom.net>
- 17) Collins spinner knob sale
by "Nick England" <nick@3rdtech.com>
- 18) RE: Collins spinner knob sale

by "Richard W. Solomon" <w1ks@earthlink.net>
19) Re: Corvair
by john <johnmb@nc.rr.com>
20) FS: Sprague T0-4
by "Richard W. Solomon" <w1ks@earthlink.net>

Message-ID: <42700AD1.6090609@mindspring.com>
Date: Wed, 27 Apr 2005 17:57:37 -0400
From: Garey Barrell <k4oah@mindspring.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: C-Line Service Information CD
Content-Type: text/plain; charset=us-ascii; format=flowed
Content-Transfer-Encoding: 7bit

* Now available * * Service Part Locator for the Drake C Line. *

Anyone who has ever tried to repair an R-4C or T-4XC has spent a lot of time looking for a part that shows on the schematic but just ISN'T on the chassis!! (Sure it is, it's just underneath three other parts!) The CD I am offering solves this problem. Included on the CD is:

1. Complete part list showing all resistors, capacitors and semiconductors keyed to the photos showing their specific location on the PC board or chassis. A total of 21 pages in PDF.
2. Full color, high resolution photos of the chassis and each PC board (excluding PT0) with each part identified. Sized to print out on 8.5" x 11" pages, or may be enlarged on screen for a closer look. A total of 26 photos in PDF.
3. Optional Noise Blanker board parts list and photos are included.
4. R-4C Data based on Version 11017625900 or [11/01/76 s/n 25900 +] Three additional schematics only (16151, 18726 and 21000) for earlier versions are included.

5. T-4XC Data based on Version 10077626670 or [10/07/76 s/n 26670 +] One additional schematic only (20181) for the earlier version is included.

6. Full high-resolution PDFs of Original Manuals for the R-4C and T-4XC. A total of 88 pages in PDF.

7. Miscellaneous additional files, Errata sheets and Alignment pages.

Sample pages are available at <http://hr99.home.mindspring.com/R-4C_Servicez>

All files are in Adobe Portable Document Format, and are readable on most non-Windows platforms, (including MAC OS 9 and OS X,) with the appropriate free reader from Adobe.

The CD is available for \$25 postpaid to US addresses only. Postage charges to other countries on request. PayPal (<k4oah@mindspring.com> [no credit card payments]), cash, check or MO to:

Garey Barrell, K40AH
4126 Howell Ferry Rd
Duluth, GA 30096

--

73, Garey - K40AH
Atlanta

Drake R-4C Service Information CD
http://hr99.home.mindspring.com/R-4C_Servicez/

Date: Thu, 28 Apr 2005 10:33:10 +1000
From: Morris Odell <morriso@vifm.org>
Subject: RE: unvarnished truth
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <D02380C06383C847B2282343465930BE0588BD@my.vifp.monash.edu.au>
MIME-version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT

Content-class: urn:content-classes:message

Marty wrote:

> Thot I was just the smartest. That is 'til one night the
> grim insulation failure reaper entered. HUGE HUM, fire &
> smoke everywhere.

Possibly at the same age I ran my surplus 2M AM set from a power supply cobbled together on two chassis. The mains plugs were connected to an outlet through a "double adaptor". To get enough heater amps I paralleled the 6.3 windings on the two transformers and all worked well until I changed the double adaptor to one with opposite phasing (fortunately no longer available). A hot and smelly experience that was.....

> Ranks right up there w. hanging the progressive linkage for 3 dueces
> on an offy couple years later.

I have no idea what this means, but it sounds like fun :-)

> Were these great hobbies or what?

Definitely!

Morris

Message-ID: <005501c54b91\$d4882340\$a8e47443@KB6NAX>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Corvair
Date: Wed, 27 Apr 2005 18:28:22 -0700
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Gee, how come no one mentioned the Corvair's funny fanbelt?

Arden Allen
KB6NAX

Message-ID: <005401c54b91\$d41eb310\$a8e47443@KB6NAX>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Intro date for Heath AT-1 and AR-2?

Date: Wed, 27 Apr 2005 18:14:38 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

>the Ford Falcon? ...

Pinto.

Arden Allen
KB6NAX

Message-Id: <6.2.1.2.2.20050427213557.0202eb60@pop-server.nc.rr.com>
Date: Wed, 27 Apr 2005 21:36:45 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: john <johnmb@nc.rr.com>
Subject: RE: unvarnished truth
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

>Marty wrote:

>

> > Ranks right up there w. hanging the progressive linkage for 3 dueces
> > on an offy couple years later.

Sounds like Fun With Flatheads?

John

Date: Wed, 27 Apr 2005 20:07:37 -0700 (MST)
From: Richard Loken <richardlo@admin.athabascau.ca>
Subject: RE: unvarnished truth
To: Old Tube Radios <boatanchors@theporch.com>
Cc: Old Tube Radios <boatanchors@theporch.com>
Message-id: <Pine.PMDF.3.95.1050427200512.5412532990-100000@admin.athabascau.ca>
MIME-version: 1.0
Content-type: TEXT/PLAIN; charset=US-ASCII

On Wed, 27 Apr 2005, john wrote:

> > > Ranks right up there w. hanging the progressive linkage for 3 dueces
> > > on an offy couple years later.

>

> Sounds like Fun With Flatheads?

Offenhauser? The guy who held a monopoly on Indy 500 engines for three of four decades or more?

--

Richard Loken VE6BSV, Systems Programmer - VMS	:	"Anybody can be a father
Athabasca University	:	but you have to earn
Athabasca, Alberta Canada	:	the title of 'daddy'"
** richardlo@admin.athabascau.ca **	:	- Lynn Johnston

Message-ID: <427049AD.3030402@mindspring.com>
Date: Wed, 27 Apr 2005 22:25:49 -0400
From: Garey Barrell <k4oah@mindspring.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Intro date for Heath AT-1 and AR-2?
Content-Type: text/plain; charset=ISO-8859-1; format=flowed
Content-Transfer-Encoding: 7bit

Arden Allen wrote:

> >the Ford Falcon? ...
>
>Pinto.
>
>Arden Allen
>KB6NAX
>
>
>
>
Arden -

Right! Pinto. I knew the memory was the second thing to go. I forget what was first.

Garey

Message-ID: <410-22005442832342580@earthlink.net>
From: "Art Lebermann" <artleb@earthlink.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Corvair
Date: Wed, 27 Apr 2005 20:23:42 -0700
MIME-Version: 1.0

Content-type: text/plain; charset=US-ASCII

That's a problem that was solved by clever "after-market" accessory suppliers. Retrofit of a spring loaded belt tensioner solved the tendency to "throw" belts. Actually, the main reason for "belt problems" was the use of the wrong belt. The original factory (GM) belt was a special design, and worked very well. Most owners made the mistake of replacing a worn belt with a lower cost "equivalent" from the local auto parts store. Bad idea!

Art Lebermann
W6REQ

> [Original Message]
> From: Arden Allen <gumbear@pacbell.net>
> To: Old Tube Radios <boatanchors@theporch.com>
> Date: 4/27/2005 6:31:48 PM
> Subject: Re: Corvair
>
> Gee, how come no one mentioned the Corvair's funny fanbelt?
>
> Arden Allen
> KB6NAX

Message-ID: <410-2200544284724560@earthlink.net>
From: "Art Lebermann" <artleb@earthlink.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Corvair
Date: Wed, 27 Apr 2005 21:07:24 -0700
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII

Stories of Corvair suspension and tire problems are mostly "urban legend". Radial tires were definitely available in 1960 - the first model year of the Corvair. Handling of the early model (1960 - 1964) was no worse than a VW "Bug" of the same vintage - actually a lot better. And remember - the VW was a VERY popular car, worldwide.

Conventional "bias ply" tires worked fine - if tire pressures were set correctly. A primary problem with the Corvair was "pilot error". Many owners had never driven a rear-engined car, and were expecting the same handling as a typical front-engine "Detroit" design (severe understeer). The "different" handling of the Corvair was exaggerated when your local gas station set the wrong tire pressures (remember when they pumped your gas, and checked your tires?). Normal pressures were 20# front, and 30# rear.

Guess what would happen if the garage rotated your tires, front to rear, and did not adjust the tire pressures??????

The original (1960 - 1964) rear suspension was a swing-axle design, similar to the VW. The second generation (1965 - 1969) rear suspension was fully independent (similar to the Corvette IRS design). This was a more stable suspension, and made the Corvair even better - but it was never a "bad" design. There are still a good number of "early" model Corvairs running in autocross competition.

FYI - Ralph Nader was not (and is not) an automotive expert. He was looking for a way to cause problems for GM, and decided that the Corvair was "defective", because some owners got in trouble. "Fast-Forward" to today - the Government is now planning to require tire pressure warning indicators in all new cars - because some owners will not take responsibility for proper maintenance of their vehicles. How much does a tire pressure gauge cost?

Why was the Corvair discontinued? The main reason seems to be the "horsepower" race of the late 60's and early 70's. Detroit was stuffing larger and even larger engines in their sporty cars (Mustang, Camaro, Barracuda, GTO, etc.), but the "flat-six" rear engine design did not allow this kind of up-grade. Remember - performance at the drag strip sold cars to the "younger generation", and gas was cheap!

I grew up in Detroit, and was part of the street racing scene on Woodward Avenue in the 60's. I bought a new Corvair Monza (4-carb, 140 HP) in 1969, about a month before production stopped.

End of story (I guess this doesn't have much to do with "Old Tube Radios", but the nostalgia is fun!).

Art Lebermann
W6REQ

Transmitter Engineer
KGO / KSFO / KMKY
ABC Radio, San Francisco

> [Original Message]
> From: John Shriver <jshriver@internap.com>
> To: Old Tube Radios <boatanchors@theporch.com>
> Date: 4/27/2005 7:38:37 AM
> Subject: Re: Corvair
>
> I had a friend in college who had a Corvair, and another who wound up

> doing mechanical engineering at General Motors. Their conclusion was
> that the Corvair was a car engineered to use radial tires --
> unfortunately they hadn't been invented (or widely available) at the
> time the car was designed and released! With good radials on
> lightweight aluminum rims, it apparently was a great car to drive, and
> handled superbly. With bias-belted tires and heavy steel rims, it was
> not cool.
>
> GM did leave out a stabilizing bar to cut costs, but after they put that
> in (due to Nader), the handling issue was addressed. But by that time,
> the model name had "negative brand equity".

Message-ID: <b0295dbe05042721245548a709@mail.gmail.com>
Date: Wed, 27 Apr 2005 23:24:14 -0500
From: "Jim Isbell, W5JAI" <jim.isbell@gmail.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Corvair
Cc: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: quoted-printable
Content-Disposition: inline

Actually the spring loaded tensioner is a BAD idea. The correct method is to NOT over tension the belt. A TIGHT belt will throw almost immediately. When it is loose it will remain on the pulleys.=20 When it is correctly tensioned you should just barely be able to pull the belt till it slides in the pulley. If you cant make it slide at all, well you just have it too tight.

I use any old belt that I can get as long as it is the right length and whenm properly tensioned they will lwast forever. Also, when once thrown, a belt will NEVER again stay on.

BUT the secret is not in special tensioners or special belts, its in setting the tension right in the first place.

My belt is on a Corvair powered motorhome so it gets lots of "stress" and the ONLY time I ever threw a belt was when I accidentally put diesel fuel in the tank and it was running so rough I had to crawl 35 miles per hour for 60 miles to the next town for more gasoline with the engine bucking and kicking all the way. Threw one belt and then installed my spare and went 25 MPH the rest of the way.

On 4/27/05, Art Lebermann <artleb@earthlink.net> wrote:

> That's a problem that was solved by clever "after-market" accessory
> suppliers. Retrofit of a spring loaded belt tensioner solved the tendenc=

y
> to "throw" belts. Actually, the main reason for "belt problems" was the
> use of the wrong belt. The original factory (GM) belt was a special
> design, and worked very well. Most owners made the mistake of replacing =
a
> worn belt with a lower cost "equivalent" from the local auto parts store.
> Bad idea!
>=20
> Art Lebermann
> W6REQ
>=20
> > [Original Message]
> > From: Arden Allen <gumbear@pacbell.net>
> > To: Old Tube Radios <boatanchors@theporch.com>
> > Date: 4/27/2005 6:31:48 PM
> > Subject: Re: Corvair
> >
> > Gee, how come no one mentioned the Corvair's funny fanbelt?
> >
> > Arden Allen
> > KB6NAX
>=20
>=20

--=20
Jim Isbell
"If you are not living on the edge, well then,=20
you are just taking up too much space."
W5JAI
UltraVan #257
CAL - 27 #221
1970 E-Type
1985 XJS
1982 XJ6

Message-ID: <007601c54bfff\$742829a0\$fd0212ac@3rdtech.com>
From: "Nick England" <nick@3rdtech.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Corvair
Date: Thu, 28 Apr 2005 10:34:58 -0400
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Because it looks pretty simple to anyone who has restrung a dial cord?

Nick

----- Original Message -----

From: "Arden Allen" <gumbear@pacbell.net>
To: "Old Tube Radios" <boatanchors@theporch.com>
Sent: Wednesday, April 27, 2005 9:28 PM
Subject: Re: Corvair

> Gee, how come no one mentioned the Corvair's funny fanbelt?
>
> Arden Allen
> KB6NAX
>

To: Old Tube Radios <boatanchors@theporch.com>
Subject: Belton Boat Anchors
MIME-Version: 1.0
Message-ID: <0F560EF6E5.770317F2-
ON88256FF1.0053DF26-86256FF1.005422C2@philips.com>
From: Brian K Harris <brian.k.harris@philips.com>
Date: Thu, 28 Apr 2005 10:18:07 -0500
Content-Type: multipart/alternative; boundary="=_alternative 005422BE86256FF1_="

This is a multipart message in MIME format.

--=_alternative 005422BE86256FF1_
Content-Type: text/plain; charset="US-ASCII"

I'll be bringing the boat anchors listed below to the Belton (TX) hamfest this Saturday. I will arrive around 8:00 in a white Dodge Magnum. I plan on leaving around 10:30. Please come by. You can meet the reason I'm selling this stuff. Contact me by email or phone if you want to lock of any of these things in ahead of time.

Millen 90800 6L6/807 transmitter - the cabinet is rusty, missing its meter and plug-in coils, has a broken plate tuning cap (easily found and replaced), the front panel is quite good (a little paint touch up will make it look almost new).

Harris/Gates 8 channel Broadcast Console, has factory manual and is in good condition, it should work as it came from a working station, it needs the purposeful external AC power transformer which is about 55V at maybe a couple Amps (will throw in a couple transformers you can put in series for this).

Harvey-Wells TBS-50D transmitter #1 - with the rare Harvey-Wells VFO and also a factory power supply, this one has been cosmetically restored, I

think it works.

Harvey-Wells TBS-50D transmitter #2 - it has been electrically restored and works into dummy load, could use paint touch up on front panel rust spots, no VFO, no power supply.

Hallicrafters HA-6 and HA-2 transverters with their original power supply, they look very good but their condition is unknown.

Motorola R-390A receiver - it works, has the wrong 16KC filter, it needs to have its dial lock mechanism re-installed and it's missing the dial lock knob (easily found).

Collins 32V-2 transmitter - missing audio gain knob, gain pot is stuck, has broken dial glass (easily replaced), the front panel is good but the cabinet needs to be lightly resprayed, unchecked.

Gonset Communicator 2 meter transceiver - looks like Hell, condition unknown.

AM Plate Modulator - rack mount, runs a pair of 811A's and a pair of 866's and should be good for 150-200 Watts of audio, tubes are missing, don't remember manufacturer or if it has a speech amp.

Morrow MB-560 transmitter - cracked plastic dial cover, other good cosmetic condition, electrical condition unknown

Thanks and very 73,

Brian K. Harris, WA5UEK
Office: 972-705-2484
Mobile: 214-763-5977
Fax: 972-705-2450
Email: brian.k.harris@philips.com

--=_alternative 005422BE86256FF1_
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

```
* * * * *
*      ---REMAINDER OF MESSAGE TRUNCATED---      *
*      This post contains a forbidden message format      *
* (such as an attached file, a v-card, HTML formatting) *
*      Mail Lists at theporch.com only accept PLAIN TEXT      *
* If your postings display this message your mail program *
* is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *
```

--=_alternative--

From: listown@nanniandjack.com (Mail List Owner)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ADMINISTRIVIA: Posting Admin Requests
Date: Thu, 28 Apr 2005 11:15:00 -0700 (PDT)
Message-Id: <20050428181500.8BD85167D2@osr506.nanniandjack.com>

Gang-

Please accept this periodic posting as it is intended:
A suggestion that will help everyone on the list...

If there is a problem with your email, i.e., the list suddenly stops coming to you, or if you have problems with someone else's mail, PLEASE address any questions to, and seek help from:

listown@nanniandjack.com

There is really no one on the list who can help you with a problem, and if I don't happen to see your post, nothing will happen, except you may irritate the other list members... needlessly.

This is *especially* true of the "XXXX YYYY your mail is bouncing, please send me a good address"

If your mail to this person is bouncing, in all likelihood, either you have the address a bit wrong, or s/he isn't receiving mail from ANYWHERE *especially* not from the list, which is delivered as "Bulk!"

PLEASE treat the list as a symposium.

In such an environment, with many folks attending who have paid to be here, it is unlikely you would take up the symposium's resources to solve an individual problem with your seating...

So, if you encounter a problem, PLEASE remember to send your questions to me, the one person who can help, at:

listown@nanniandjack.com

Thanks for your attention

--

73

Jack, W4KH/Mobile - - - BoatAnchor Mailing List Owner - - -
listown@nanniandjack.com - "Plus ca change, plus c'est la meme chose"

"Il n'y a que les idiots qui ne changent jamais d'idee"

Thu Apr 28 11:15:00 PDT 2005

Message-ID: <42712F40.8090604@bobkemp.com>
Date: Thu, 28 Apr 2005 13:45:20 -0500
From: Robert Kemp <bkemp@bobkemp.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Crinkle Paint
Content-Type: text/plain; charset=us-ascii; format=flowed
Content-Transfer-Encoding: 7bit

Anyone have some suggestions on doing crinkle paint....

I've got a cabinet up to a local body shop and he did just a SUPER job with some crinkle paint on part of one cabinet, but on one side of it, it appeared to just kind of run and did not crinkle....!
Any hints as to what might have happened. He used a heat lamp on it, and another cabinet but a part of it crinkled quite nicely, other parts did not.
Does the surface have to remain horizontal? Would he have gotten it too hot, possibly? Too light of a coat...etc.....

Anyone have experience with this.
Bob

Content-class: urn:content-classes:message
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable
Subject: RE: Crinkle Paint
Date: Thu, 28 Apr 2005 14:15:25 -0500
Message-ID: <C2E12B15D2CA56409ED5354B2AA78B0D01E40E29@eecsmail.eecs.local>
From: "AB Bonds" <ab@vuse.vanderbilt.edu>
To: Old Tube Radios <boatanchors@theporch.com>

>=20

> Anyone have some suggestions on doing crinkle paint....

>=20

>=20

Crinkle paint needs a fairly heavy coat. It is best applied right to =
the bare metal. A heatlamp, hairdryer or direct sunshine help to =
develop the crinkle. If your piece was heated during the cure, the coat =
was probably too thin.

A. B. Bonds

Date: Thu, 28 Apr 2005 12:21:45 -0700
From: Buzz <buzz@softcom.net>
Subject: Re: Crinkle Paint
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <5pd2719148jsdib05g7utpv9mqt3je0anm@4ax.com>
MIME-version: 1.0
Content-type: text/plain; charset=us-ascii
Content-transfer-encoding: 7BIT

Bob,
I've had good results with crinkle paint but I have found that it is temperature sensitive. Since it requires a heavy coat I always try to keep the painted surface horizontal

Buzz

On Thu, 28 Apr 2005 13:45:20 -0500, you wrote:
>Anyone have some suggestions on doing crinkle paint....
>
>I've got a cabinet up to a local body shop and he did just a SUPER job
>with some crinkle paint on part of one cabinet, but on one side of it,
>it appeared to just kind of run and did not crinkle....!
>Any hints as to what might have happened. He used a heat lamp on it,
>and another cabinet but a part of it crinkled quite nicely, other parts
>did not.
>Does the surface have to remain horizontal? Would he have gotten it too
>hot, possibly? Too light of a coat...etc.....
>
>Anyone have experience with this.
>Bob
>

Message-ID: <084a01c54c3b\$0f5de3c0\$fd0212ac@3rdtech.com>
From: "Nick England" <nick@3rdtech.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Collins spinner knob sale
Date: Thu, 28 Apr 2005 17:41:35 -0400
MIME-Version: 1.0
Content-Type: text/plain;
 charset="Windows-1252"
Content-Transfer-Encoding: 7bit

OK - how's this for serious boatanchor fanatacism?
An NOS Collins spinner knob just sold for \$599.99 on you-know-where. No 75A-4 attached, just the vernier knob.
Now don't you feel better about all the foolish things you have bought over the years? I do!
73 & Have Fun,
Nick KD4CPL

From: "Richard W. Solomon" <w1ksz@earthlink.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Collins spinner knob sale
Date: Thu, 28 Apr 2005 17:50:51 -0400
Message-ID: <IBEAICMPAKMPCMJKFBLBAEKFEGAA.w1ksz@earthlink.net>
MIME-Version: 1.0
Content-Type: text/plain;
charset="Windows-1252"
Content-Transfer-Encoding: 7bit

But, look who bought it ...
The same folks who paid \$10K for a Drake C-Line.

73, Dick, W1KSZ

-----Original Message-----
From: owner-boatanchors@theporch.com
[mailto:owner-boatanchors@theporch.com]On Behalf Of Nick England
Sent: Thursday, April 28, 2005 5:42 PM
To: Old Tube Radios
Subject: Collins spinner knob sale

OK - how's this for serious boatanchor fanatacism?
An NOS Collins spinner knob just sold for \$599.99 on you-know-where. No 75A-4 attached, just the vernier knob.
Now don't you feel better about all the foolish things you have bought over the years? I do!
73 & Have Fun,
Nick KD4CPL

Message-Id: <6.2.1.2.2.20050428190251.01f430c0@pop-server.nc.rr.com>
Date: Thu, 28 Apr 2005 19:04:57 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: john <johnmb@nc.rr.com>
Subject: Re: Corvair

Mime-Version: 1.0

Content-Type: text/plain; charset=us-ascii; format=flowed

At 12:07 AM 4/28/2005, Art Lebermann wrote:

>Stories of Corvair suspension and tire problems are mostly "urban legend".

Amen to all!

Ralphie was (and is) someone who made his career by getting his mug in front of every available camera, by any available means. The Corvair was just the convenient method of the moment to accomplish his ends.

It was actually quite a nice car, and certainly handled better than the VW but, as you note!

John K5MO

--

No virus found in this outgoing message.

Checked by AVG Anti-Virus.

Version: 7.0.308 / Virus Database: 266.10.4 - Release Date: 4/27/2005

From: "Richard W. Solomon" <w1ksz@earthlink.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: FS: Sprague T0-4
Date: Thu, 28 Apr 2005 20:40:25 -0400
Message-ID: <IBEAICMPAKMPCMJKFBLBOEKHEGAA.w1ksz@earthlink.net>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

I acquired one of these relics in a pile of "stuff". Brought it up slow and it seems to work OK.

Anyone want it ? What would be a fair price ?

The dust is free !!

73, Dick, W1KSZ

ps: A T0-6 went for beaucoup \$\$ "over there".

End of BOATANCHORS Digest 3799
